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THE SERVICE.

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POSTHUMOUS AWARD OF DISTINGUISHED FLYING CROSS.

The President of the United States, on March 29, 1940, presented the Distinguished Flying Cross posthumously to Ensign James H. Eoff, U. S. Naval Reserve, for service as set forth in the following:

"Citation: For heroism while participating in an aerial flight. As pilot of SB2U-1 on August 31, 1939, while flying at an altitude of three thousand feet, Ensign Eoff's plane experienced a complete engine failure. At the time, the terrain beneath him was such as to prevent a forced landing without probable severe injury or death to the occupants of the plane. He gave his radioman the opportunity of jumping. In attempting to do so, the latter's parachute fouled the structure of the airplane and he dangled beneath the fuselage. Declining to attempt to save his own life by jumping, he remained at his station and made every effort to free his passenger by maneuvering the airplane. His efforts were unsuccessful and the extra weight and drag of the man suspended from the airplane caused it to stall and crash to the earth with terrific force, killing him and his passenger. His courage, self-sacrifice and devotion to duty were in keeping with the highest traditions of the Naval Service."

The Secretary of the Navy transmitted the Distinguished Flying Cross and Citation to Mrs. Carol F. Eoff, 1610 North Ellison Street, Oklahoma City, Okla.

NAVY CROSS.

Thomas Chapman Smith, Water tender first class, U.S. Navy, has been awarded the Navy Cross for service as set forth in the following

CITATION:

"For heroism in the line of his profession on the occasion of a fuel fire on board the U.S.S. LEARY, July 14, 1939. While anchored off Chesapeake Beach Pier, boiler No. 2 was being lighted preparatory to getting under way. When the torch was withdrawn from the furnace, oil suddenly sprayed up through an upper sector, was ignited by the torch and flamed up over the boiler front. Though suffering severe burns to his right arm, SMITH, the senior petty officer in the fire-room, succeeded in personally closing the master oil valve on the boiler now enveloped in flames, and directed the abandonment of the smoke-filled fireroom by the remainder of the watch. By his initiative in directing the men in the fireroom, he undoubtedly saved the lives of all five men present and prevented greater material damage. Although suffering from severe burns and smoke inhalation, he remained at his post until all others had escaped and the fuel oil fire was extinguished. His initiative, heroism, leadership, and devotion to duty are in keeping with the highest traditions of the Naval Service."

Next of kin: Father, Mr. Joshua E. Smith, 1690 S.W. 27th Avenue, Miami, Florida.

COMMENDATIONS.

Letters of commendation signed by the Acting Secretary of the Navy have been issued as follows:

Lt. Commander Earle H. Kincaid, U.S.N., Naval Training Station, Newport, R.I. - For leading a detachment from Fort Adams on 21 September 1938 that by prompt and courageous action succeeded in rescuing a child and two adults from "Easton's Cottage," Price's Neck, Newport, R. I., during the tidal wave or extremely high water occurring on above date.

Lieutenant (j.g.) Sam C. Loomis, Jr., U.S.N., U.S.S. S-36 - For rescuing from drowning on July 1, 1939, John Landre McMahon, T.M. 3c, U.S.N., in shark-infested waters off inner harbor of Tsingtao, China. Lieutenant (j.g.) Loomis has been recommended to the Secretary of the Treasury for the award of the Silver Life Saving Medal.

Lt. Commander John J. M. Carey, (MC)? U.S.N.R., (Ret.) - For prompt and efficient action and disregard of personal danger in swimming to the aid and undoubtedly saving the life of Mr. Alphonsus P. Cotter, who was being swept to sea in a strong current running towards the Atlantic Ocean, off Breezy Point, Rockaway Point, New York, in August, 1928.

Luciano Pena, Chief Yeoman, U.S.N. (Deceased) - For rescuing one person from drowning and losing his life in attempting to rescue another person. It appears that on July 4, 1939, Pena was acting as guide for the Hawaiian Mountain Trail Club, on its annual trip to Rabbit Island, Waimanalo Bay, Oahu, T.H. Three persons, Phil Kantner, Henry C. Cook and Miss Dorothy J. Becht, became separated from the party and followed a mountain trail which ended abruptly in a whirling mass of water about sixty feet in diameter. Pena hurriedly followed this group and when he noticed they were in danger, rushed ahead to assist Miss Becht. Before he reached her a huge swell came from the rear and swept the group toward the whirlpool. Pena placed himself in front of Miss Becht, thus keeping her from being carried into the whirlpool, then conducted her to safety. After directing her to call for help, he rushed back to the assistance of the two men who had been washed into the swirling mass of water. When he observed that Mr. Cook did not need his aid, he went to the assistance of Mr. Kantner and lost his life in an unsuccessful attempt to effect Mr. Kantner's rescue.

The Department has recommended that the Secretary of the Treasury award him a gold life saving medal, posthumously, for his heroic and self-sacrificing conduct on the occasion referred to.

Next of kin: Mother, Mrs. Cleofas Pena, 2104 West Salinas St., San Antonio, Texas

LAFFERTY, John Cornelius, Aviation Chief Machinist's Mate, U.S.N., Patrol Squad 54 - For prompt and efficient action, unusual presence of mind and disregard of personal safety in attempting to rescue two occupants of a Navy seaplane which crashed in Pensacola Bay on June 1, 1939. Lafferty was also recommended to the Secretary of the Treasury for the award of a silver life saving medal.

Next of kin: Wife, Mrs. Ruby L. Lafferty, 1201 N. "Y" Street, Pensacola, Fla.

COMMENDATIONS (contd.)

GAINOR, L. J., C.E.M., U.S.N., U.S.S. R-14 - Following the sinking of the U.S.S. SQUALUS on May 23, 1939, for distinguished devotion to duty and extraordinary courage and disregard of his own safety when he entered the forward battery tank and pulled the disconnect switches in the face of possible battery explosion and fire, and thereby undoubtedly prevented a serious battery fire and enabled that part of the crew in the control room to enter the forward torpedo room for ultimate rescue.

Next of kin: Wife, Mrs. Mabel E. Gainor, 1049 16th Avenue, Honolulu, T. H.

JOHANSEN, W. F., Aviation Machinist's Mate 2c, U.S.N., Naval Air Station, Pensacola, Fla. - For efficient action, unusual presence of mind and disregard of personal safety in attempting to rescue two occupants of a Navy seaplane which had crashed in Pensacola Bay on June 1, 1939. Johansen was also recommended to the Secretary of the Treasury for the award of a silver life saving medal.

Next of kin: Wife, Mrs. Margaret L. Johansen, 160 49th St., Long Beach, Cal.

O'LEARY, Arthur W., Signalman 2c, U.S.N., U.S.S. S-26 - For assisting in rescuing from drowning on July 1, 1939, John Landre McMahon, T.M. 3c, U.S.N., in shark-infested waters of inner harbor of Tsingtao, China. O'Leary was also recommended to the Secretary of the Treasury for the award of a silver life saving medal.

Next of kin: Father, Mr. Dennis M. O'Leary, 18 Haynes St., Worcester, Mass.

HARTZOG, Joe A., Ship's Cook 3c, U.S.N., Receiving Ship, San Francisco, Cal. - For assisting in rescuing from drowning on July 1, 1939, John Landre McMahon, T.M. 3c, U.S.N., in shark-infested waters of inner harbor of Tsingtao, China. Hartzog was also recommended to the Secretary of the Treasury for the award of a silver life saving medal.

Next of kin: Father, Mr. Franklin T. Hartzog, 814 Stanley St., Ardmore, Okla.

MANTOCK, Norman H., Fireman 1c, U.S.N., U.S.S. S-40 - For prompt and courageous action in saving the life of a Chinese youth who had leaped into the Whangpoo River at Shanghai, China, on May 31, 1939. Mantock has been recommended to the Secretary of the Treasury for the award of a silver life saving medal.

Next of kin: Father, Mr. Charles A. Mantock, 276 W. Seventh St., Peru, Ind.

EFFLE, William G., Sea. 1c, U.S.N., U.S.S. NEVADA - For resourceful and courageous action in rescuing a girl from drowning on September 4, 1939, at Ocean Park, California.

Next of kin: Father, Mr. John Effle, 604 Third Street, Perry, Iowa.

COMMENDATIONS (contd.)

Letters of commendation signed by the Chief of the Bureau of Navigation have been issued as follows:

FREELAND, Chester P., Machinist's Mate 2c, U.S.N., U.S.S. ST. LOUIS - For prompt action in rescuing a man from drowning on September 9, 1939, at Ponta Delgada, Azores.

Next of kin: Mother, Mrs. Hallie M. Freeland, 2535 N. 15th & Half St., Terre Haute, Ind.

WELLONS, Therian W., Fireman 2c, U.S.N., U.S.S. TUSCALOOSA - For alertness and efficient action in rescuing a boy from drowning at Guantanamo Bay, Cuba, on September 19, 1939.

Next of kin: Father, Mr. Marion W. Wellons, Route 3, Americus, Ga.

MILLIES, Harry C., C.Y., U.S.N., Naval Training Station, San Diego, Cal. - For outstanding work in assisting in the preparation of the revision of the Navy Training Courses for Chief Yeoman, Yeoman first class, Yeoman second class and Yeoman third class with Typewriting Course suitable for use by men in preparation for clerical ratings.

Next of kin: Wife, Mrs. Sylvia M. Millies, 3604 Adams Avenue, San Diego, Cal.

MORRIS, William A., Jr., Yeoman 1c, U.S.N., Naval Training Station, San Diego, Cal. - For outstanding work in assisting in the preparation of the revision of the Navy Training Courses for Chief Yeoman, Yeoman first class, Yeoman second class and Yeoman third class with Typewriting Course suitable for use by men in preparation for clerical ratings.

Next of kin: Daughter, Miss Roberta A. Morris, Route 2, Box 186, Escondido, Cal.

LETTER OF APPRECIATION.

A letter of appreciation has been forwarded to Lt. Commander Earle H. Kincaid, U.S.N., Naval Training Station, Newport, R. I., by the Acting Secretary of the Navy, expressing the Navy Department's appreciation of the efficiency, leadership, and cooperative qualities shown by this officer when he was in charge of the evacuation of United States Nationals from the city of Shanghai, China, over a period of about two weeks in August, 1937.

U.S.S. EBERLE.

The Secretary of the Navy has designated Miss Mildred Eberle of Mills College, California, as sponsor for the U.S.S. EBERLE (DD430), named in honor of her grandfather, the late Rear Admiral Edward Walter Eberle, U.S. Navy.

Miss Eberle is a daughter of the late Lieutenant Commander Edward R. Eberle, (SC), U.S. Navy, and Mrs. Eberle of 403 Lloyd Avenue, Providence, Rhode Island.

The U.S.S. EBERLE (DD430) is scheduled to be launched at the plant of the Bath Iron Works Corp., Bath, Maine, October 5, 1940.

U.S.S. EBERLE (contd.)

This vessel, the first one of that name on the Navy List, was authorized by Act of Congress dated March 27, 1934.

U.S.S. TROUT.

The Secretary of the Navy has designated Mrs. Walter Browne Woodson of 3222 Woodley Road, Washington, D. C., as sponsor for the U.S.S. TROUT (SS202). Mrs. Woodson is the wife of Rear Admiral Walter Browne Woodson, U.S.N., Judge Advocate General of the Navy.

The U.S.S. TROUT (SS202) is scheduled to be launched at the Navy Yard, Portsmouth, N. H., May 21, 1940.

This vessel was authorized by Act of Congress dated March 27, 1934.

U.S.S. CURTISS.

The Secretary of the Navy has designated Mrs. H. Sayre Wheeler of Miami Springs, Florida, as sponsor for the U.S.S. CURTISS (AV4), named in honor of her former husband, the late Glenn Hammond Curtiss, Inventor-Aviator.

The U.S.S. CURTISS, Seaplane Tender (AV4), is scheduled to be launched at the plant of the New York Shipbuilding Corporation, Camden, N. J., April 20, 1940.

The U.S.S. CURTISS (AV4), authorized by Act of Congress dated July 30, 1937, is the first vessel of that name on the Navy List.

U.S.S. LIVERMORE.

The Secretary of the Navy has designated Mrs. Everard M. Upjohn of 420 Riverside Drive, New York, N. Y., as sponsor for the U.S.S. LIVERMORE (DD429), named in honor of her great-great-granduncle, the late Chaplain Samuel Livermore, U.S. Navy.

The U.S.S. LIVERMORE (DD429), scheduled to be launched at the plant of the Bath Iron Works Corporation, Bath, Maine, August 3, 1940, is the first vessel in the U. S. Navy named in honor of a chaplain.

This vessel was authorized by Act of Congress dated March 27, 1934.

U.S.S. WILKES.

The Secretary of the Navy has designated Mrs. Henry D. Styer of 400 Second Street, Coronado, California, as sponsor for the U.S.S. WILKES (DD441), named in honor of her grandfather, the late Rear Admiral Charles Wilkes, U.S. Navy.

The U.S.S. WILKES (DD441) is scheduled to be launched at the Navy Yard, Boston, Mass., 1 June 1940.

This vessel, the third one of that name, was authorized by Act of Congress dated May 17, 1938.

OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION IN LAW.

The following-named officers have been selected for postgraduate instruction in law, commencing in the Summer of 1940:

Lieutenant Albert C. Burrows, U.S.N.,
" Lewis T. Malone, U.S.N.,
" Leonard S. Mewhinney, U.S.N.,
" Philip S. Morgan, Jr., U.S.N.

OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION IN CIVIL ENGINEERING.

The following-named officers have been selected for postgraduate instruction in Civil Engineering, commencing in the Summer of 1940:

Ensign John J. Cassidy, Jr., U.S.N.,
" James Douglas, U.S.N.,
" Joseph W. Frorath, U.S.N.

OFFICERS SELECTED FOR POSTGRADUATE
INSTRUCTION IN NAVAL CONSTRUCTION AND ENGINEERING.

In accordance with Bureau of Navigation Circular Letter No. 18-40, the following-named officers have been selected for postgraduate instruction in the combined Naval Construction and Engineering curriculum:

(a) Class to be convened in 1940:

Ensign E. S. Arentzen, U.S.N.,
" J. C. Dyson, U.S.N.,
" J. F. Ellis, Jr., U.S.N.,
" I. J. Frankel, U.S.N.,
" C. R. Hirschberger, U.S.N.,
" F. C. Jones, U.S.N.,
" R. Kissinger, Jr., U.S.N.,
" C. H. Meigs, U.S.N.,
" L. A. Rupp, U.S.N.,
" P. G. Schultz, Jr., U.S.N.,
" J. B. Shirley, U.S.N.,
" R. A. Smith, U.S.N.,
" J. J. Stilwell, U.S.N.,
" F. W. Taylor, U.S.N.,
" P. K. Taylor, U.S.N.,
" R. H. Wallace, U.S.N.,

(b) Class to be convened in 1941:

Ensign J. Adair, U.S.N.,
" J. A. Bartol, U.S.N.,
" K. S. Brown, U.S.N.,
" D. K. Ela, U.S.N.,
" I. F. Fike, U.S.N.,
" P. E. Greenwood, U.S.N.,
" J. E. Hausman, U.S.N.,
" V. R. Hayes, U.S.N.,

OFFICERS SELECTED FOR P.G. INSTRUCTION IN NAVAL CONSTRUCTION AND ENGINEERING (contd)

(b) Class to be convened in 1941: (contd.)

Ensign R. H. Hedgecock, U.S.N.,
" F. H. Huron, U.S.N.,
" A. E. Jakel, U.S.N.,
" R. M. Marsh, U.S.N.,
" N. R. Nelson, U.S.N.,
" N. Sonenshein, U.S.N.,
" J. M. Waters, U.S.N.,
" B. M. Wolfe, U.S.N.

The above officers selected for the class to be convened in 1941 will be assigned engineering duty afloat in accordance with paragraph 2 (a) of Bureau of Navigation Circular Letter No. 18-40.

SHIP HANDLING.

It is highly important that all line officers be given an opportunity to demonstrate their ability in all phases of ship handling, and the Bureau, from time to time, has been assured that this is being done.

Whenever an officer has demonstrated a satisfactory degree of proficiency in ship handling, a notation should be made on his next fitness report to that effect. It is particularly important that this be done in all cases of officers whose assigned duty is of a non-deck character. For instance, in the case of an officer who has been detailed to a succession of engineering billets the fact that such an officer is proficient in ship handling is of great interest to members of Selection Boards.

RESERVE OFFICERS - FITNESS REPORTS.

The item concerning Naval Reserve officers' fitness reports, appearing on pages 8 and 9 of Bureau of Navigation Bulletin No. 279, states that in accordance with Bureau of Navigation Circular Letter No. 48-39, fitness reports of all reserve officers ordered to active duty afloat shall be submitted quarterly, and that this is intended to apply to all reserve officers on active duty afloat, regardless of rank.

This item has been construed as requiring the submission of fitness reports of officers of Class A-V(N) quarterly. It is not desired to have reserve officers of Class A-V(N) fitness reports submitted quarterly. Fitness reports on officers of Class A-V(N) are required semi-annually, upon change of duty or detachment, or change of commanding officers, in the same manner as for officers of the regular Navy, other than Ensigns, U.S. Navy, serving under probationary appointments.

ENSIGNS A-V(N).

The following is a list of Ensigns, Class A-V(N), U.S. Naval Reserve, who were designated as naval aviators and commissioned Ensigns, Class A-V(N), U. S. Naval Reserve, to rank from November 20, 1939; March 25, 1940; or April 1, 1940, as

ENSIGNS A-V(N).

indicated. They have been ordered to report for active duty with the aircraft squadrons of the Fleet. It is expected that these ensigns will be detached from Pensacola about April 1, 1940.

<u>Ensign, A-V(N), U.S.N.R.</u>	<u>Home address</u>	<u>Assignment</u>
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Ranking from November 20, 1939:

ALLEN, Charles L.	17 Kenwood Street, Portland, Me.	Patrol Squadron 52
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Ranking from March 25, 1940:

CHILCOTT, Richard	Encina Avenue, Atherton, Calif.	Utility Squadron 1, USS RIGEL
KILNER, John S., Jr.	1091 Seminole Ave., Detroit, Mich.	Patrol Squadron 14
McCOLLON, Edward C., Jr.	1436 Anaheim Place, Long Beach, Cal.	Utility Squadron 2, USS RIGEL
PAULIN, William B.	218 Lasky Drive, Beverly Hills, Cal.	Patrol Squadron 14

Ranking from April 1, 1940:

BACON, Noel R.	Randalia, Iowa	Fighting Squadron 4 USS RANGER
BAER, Robert D.	340 S. 13th St., San Jose, Calif.	Bombing Squadron 5 USS YORKTOWN
BROWN, Harold E.	Chester, Nebraska	Torpedo Squadron 5 USS YORKTOWN
EDER, Willard E.	Buffalo, Wyoming	Fighting Squadron 3 USS SARATOGA
HOLDER, Randolph M.	767 N. President St., Jackson, Miss.	Torpedo Squadron 6 USS ENTERPRISE
NOLAN, Christopher A., Jr.	24 Avon Place, Arlington, Mass.	Scouting Squad. 41 USS RANGER

REPLACEMENTS REQUIRED ON THE ASIATIC STATION DURING
THE PERIOD 1 JULY 1940 to 31 DECEMBER 1940.

<u>SEAMAN BRANCH</u>	<u>ARTIFICER BRANCH</u>	<u>ARTIFICER BRANCH Engine Room</u>	<u>SPECIAL BRANCH</u>
8-CRM	6-CRM	75-MM2c	5-CY
2-CGM	6-EM2c	5-Bmkr1c	8-Y1c
2-CTM	10-EM3c	2-Bmkr2c	3-CSK
12-TM2c	8-CRM	7-Msmth1c	6-CPhM
30-TM3c	4-RM1c	2-Msmth2c	1-PhM1c
3-CQM	30-RM2c	2-Mldr2c	2-PhM2c
12-QM3c	20-RM3c	120-F2c	6-PhM3c
3-SM1c	7-CM2c	45-F3c	25-HALc
1-SM2c	5-CM3c	258-Total	5-Mus, any class
6-SM3c	2-Pmkr2c		3-Bug2c
4-FC1c	1-Prtr3c		65-Total
337-Sea2c	99-Total		
420-Total			

REPLACEMENTS REQUIRED ON THE ASIATIC STATION DURING
THE PERIOD 1 JULY 1940 TO 31 DECEMBER 1940. (contd.)

COMMISSARY BRANCH

4-CCStd

4-Total

AVIATION BRANCH

1-Plc

1-Total

Qualified
Submarine Men

1-CTM
4-TM2c
17-TM3c
3-SM1c
1-SM2c
21-Sea
5-CEM
6-EM2c
6-EM3c
4-RM1c
6-RM2c
9-RM3c
5-MM2c
35-F
2-Ylc
2-PhM2c or PhM1c

Specialists required:

6-Divers, first class
4-Fire Controlmen qualified in operation of
torpedo data computers
2-Graduates interior communication school
4-Radio Repairmen
9-Sound Operators
1-Typewriter Repairman
2-Electric and Acetylene Welders
1-Laboratory Technician, first class
1-Laboratory Technician, second class
4-Dental Technicians, general, third class
1-Electro Cardiograph, second class
1-Clarinet and Saxophone
1-Cornet
1-BB Bass
1-Tenor Drum
1-Trombone

REPLACEMENTS REQUIRED NAVAL STATION GUAM DURING
THE PERIOD 1 JULY 1940 TO 31 DECEMBER 1940.

1 July - 30 September

5-Sea2c
1-EM1c
1-RM2c
1-F2c
1-SK2c
1-SK3c
1-Bugle

1 October - 31 December

1-CBM
2-BM2c
1-Cox
1-QM2c
6-Sea2c
1-EM1c
2-EM2c (1 Movie operator)
1-RM3c
1-CM3c
1-SF2c
1-Ptr3c
1-CMM
1-MM2c
1-CWT
1-WT1c
1-WT2c
1-F2c
7-F3c
1-CY
1-CSK
1-SK3c
1-CCStd

1-PhM2c
2-HAlc
1-OffCk2c
1-CPhM

REPLACEMENTS REQUIRED FOR THE NAVAL STATION AND STATION SHIP,
TUTUILA, SAMOA, DURING THE PERIOD 1 JULY 1940 TO 31 DECEMBER 1940.

<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
1-CEM	1-Y2c	1-CCStd	1-ME2c	1-RM2c	1-SC2c
1-MM1c	1-WT2c	1-MM2c**	1-GM2c	2-F2c	
1-MM2c*	1-Sea2c	1-Bkr1c	1-SK2c	1-F3c	
1-Flc		1-SC3c	1-Cox	1-RM3c	
2-F2c		1-Sea2c	1-F2c	1-CCStd	
1-F3c					
1-Sealc					
1-Sea2c					
1-RM2c					
1-SK2c					

*Qualified Diesel Engine Operator.

** Qualified Diesel Engine Operator.

The foregoing tabulation of replacements includes personnel required for the U.S.S. ONTARIO.

PHARMACIST'S MATES FOR SUBMARINE DUTY.

Upon nomination by the Bureau of Medicine and Surgery, Pharmacist's Mates scheduled for new construction submarines and East Coast submarines, and those transferred from East Coast Naval Hospitals to submarine duty will be ordered to the Submarine Base, New London, for a modified four weeks' training course, and for further transfer to submarine duty. Pharmacist's Mates desiring such assignment may submit official requests to the Bureau of Medicine and Surgery shortly prior to the time they would normally be due for transfer from present duty. A minimum of twenty months' obligated service is required.

ENLISTED PERSONNEL - TRAVEL BY AIR.

In order to insure to enlisted personnel reimbursement for personal funds expended by them pursuant to official orders, the attention of the Commanding Officers of Aviation Units is invited to the requirements of the Secretary of the Navy's letter of September 25, 1939, Serial Op-38-E-MG A15-2/A1-2(350603-6) paragraph 3 (e), regarding securing advance authority for air travel and to U. S. Navy Travel Instructions, Articles 2501-5a, 2503-6a and 2508-5. In emergencies, when time does not permit securing advance authority, the nature of the emergency should be indicated in the orders.

NAVAL ACADEMY CANDIDATES.

With the cessation of minority enlistments and the raising of the age limit for enlistment to 18 years, the field for selection of Naval Academy candidates has narrowed. With this in mind, the survey of eligible men should be thorough and their preparation for examination painstaking.

Copies of "Suggestions Relative to the Selection and Instruction of enlisted men as Naval Academy Candidates" will be forwarded to ships upon request.

NAVAL ACADEMY CANDIDATES (contd.)

Attention is invited to the fact that Chemistry and Solid Geometry will be required on the preliminary examinations for the Naval Academy Preparatory School.

SERVICE RECORDS.

Attention is invited to Article D-4021(1)(h) of the Bureau of Navigation Manual which requires the insertion of pages 4-A and 4-B in a man's service record when such man completes a Navy Training Course. In many instances these instructions are not being carried out and entry of completion of training courses appears erroneously on page 9.

TRAINING COURSES.

Navy Training Course "Instructions for Use in Preparation for the Rating of Ship's Cook 2c and Ship's Cook 1c" is now available for distribution.

Navy Training Course, "Instructions for Use in Preparation for the Rating of Aviation Machinist's Mate 2/c," is now available for distribution.

SCHOOL CONCESSIONS.

It is requested that the paragraph pertaining to Stanford University appearing on page 15 of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S. Navy, 1928" be deleted.

POLAROID SUN GLASSES.

The following extract from a report of the Commanding Officer of the U.S.S. POMPAÑO is quoted for the information of the service:

"When entering the harbor of Papeete, Tahiti, during the recent shakedown cruise of this vessel, the Commanding Officer used a pair of polaroid sun glasses due to the necessity of facing a brilliant and glaring morning sun. At this time it was discovered that the numerous submerged coral reefs which lie close to the navigable channel were perfectly visible to the Commanding Officer but could not be seen by other officers on the bridge nor by the lookouts who did not have these sun glasses.

"During a subsequent visit to American Samoa the Commanding Officer was informed by the Governor, Captain E. W. Hanson, U.S. Navy, and the Commanding Officer of the U.S.S. ONTARIO, Lieutenant N. W. Sears, U.S. Navy, that they both habitually use polaroid sun glasses when approaching islands where the presence of submerged reefs is suspected and have found them to be extremely valuable in detecting coral formations which usually fringe the coast in the South Sea Islands and which would not otherwise be visible.

POLAROID SUN GLASSES (contd.)

"It is not believed that polaroid glasses will be of any benefit during conditions of poor visibility nor when the sun is obscured by heavy clouds. It is also understood that the optical qualities of this glass are such as to render them undesirable for constant use. However, it is believed that they can be of great assistance to ships approaching those Pacific Islands that have not been recently nor accurately surveyed."

H.O. 214.

Volume I of Hydrographic Office Publication No. 214, "Tables of Computed Altitude and Azimuth" is now available. This brings the world coverage of this series of tables to the large band of latitudes between 40° North and 40° South.

TRANSPORTATION OF FEDERAL RESERVE GOLD BY THE U.S.S. NASHVILLE, U.S.S. HONOLULU, and U.S.S. SOMERS.

The Secretary of the Treasury has recently presented bronze plaques to the Commanding Officers of the U.S.S. NASHVILLE, U.S.S. HONOLULU, and U.S.S. SOMERS, in recognition of these vessels' services in transporting United States Federal Reserve Gold from Portsmouth, England, to New York, in October, 1938.

HERE IS MY BOWDITCH.

The following editorial from the Boston Globe of March 19, 1940, is quoted:

"HERE IS MY BOWDITCH"

"With a capital consisting of a Testament, a Bowditch, a quadrant, a chest of sea clothes and a mother's blessing, he rose to be a shipmaster at twenty."

This thumb-nail sketch of a New England sailor boy about 1813 as good as says that he had two Testaments, for Bowditch's "New American Practical Navigator" was, and remains, "the seaman's Bible." Published in 1802, it was translated into a dozen languages and is still in use. A lad from the Massachusetts Nautical Training ship turned up one evening not long ago hugging proudly to his bosom a yellow calfskin tome which he had purchased on State Street with money earned on a fishing schooner during vacation. "Here," said he, "is my 'Bowditch.'"

One hundred and sixty-seven years ago today (1773) Nathaniel Bowditch was born in Salem. His is a perfect specimen of those fine unworldly careers in which early 19th century New England abounded. Like a violin string, he came of humble origins; poor, taken out of school at ten; apprenticed to a ship chandler at twelve. He was forever figuring on his slate between customers, read all four volumes of Chambers' Encyclopedia and copied out the articles on mathematics. At fourteen he made an almanac, and, hearing of a new way to cipher by letters instead of figures, his imagination was vexed until he was able to borrow a book on algebra which so excited him that he lay awake all that night.

"HERE IS MY BOWDITCH." (contd.)

Are boys more avid of learning when it is hard to get? This lad appears to have made his own luck. It is true that two Salem clergymen lent him books and encouraged his studies; but it is also true that at seventeen he began teaching himself Latin in order to be able to read Newton's "Principia"; at twenty-one he did read it and discovered in its hallowed pages an error! At nineteen he began French, and, as his years went on, acquired German, Italian, Portuguese, Spanish and Greek.

In the year 1800 there was a mysterious series of marine disasters. Bowditch had made his first voyage five years earlier, and these wrecks set him examining the current English book on navigation. He found that 1800 had been wrongly listed as a leap year, causing an error in the computation of distance amounting to twenty-three miles. When he started revising the book he found 8,000 errors. This resolved him to publish one of his own. It appeared in 1802. In June of that year, his ship being windbound in Boston Harbor, he took it into his head to go over to Cambridge to the Harvard Commencement. To his amazement he heard his own name read out as the recipient of the honorary degree of Master of Arts.

Homeward bound on his last voyage in the ship Putnam in pepper from Sumatra he entered Salem Harbor on Christmas Eve, 1803, in a blinding northeast snow-storm. No observations had been possible for two or three days, but "the old man drove along as if it were noonday." A single break in the thick snow gave him his location by a glimpse of the light on Bakers Island, and he docked his ship in Salem Harbor without a thump.

Long and honorable as was his career (he lived until 1833) no public memorial to him exists. A suggestion has been put forward that a monument to him take the form of a planetarium. Such a plan sounds ambitious, yet for a builder of the maritime greatness of 19th century America and one whose work is still potent in giving us safety at sea, Bowditch surely deserves some memento more living than storied urn or animated bust. In the lobby of the Boston Athenaeum he sits in effigy of a plaster statue, and an unfinished portrait of him by Gilbert Stuart, the last from the brush of that artist (1828), shows a kindly, humorous Yankee face with thin, sensitive nose, a pointed chin, lean jowls and very brilliant eyes.

UNCLE DUDLEY.